Amendments to the Specification:

Please replace the paragraph beginning at page 4, line 18 with the following rewritten paragraph:

--The thin tube of the door construction in U.S. Patent No. 5,529,369 ~~5,529,269~~ is used as support and mounting for a door construction which provides more comfort against weather and rain in opposition to the normally open-air carts without ~~even not with~~ the intention of giving ~~given~~ a maximum liberty of action for the driver. Furthermore compared to Fig. 2 it can be seen that the SRP (seat reference point) of this patent is behind the door construction, and therefore the protection against centrifugal forces is not an intention of the patent.--

Please replace the paragraph beginning at page 5, line 9 with the following rewritten paragraph:

--A door or cabin separates into "inside" and "outside". The invented novel retaining system integrates these two spaces, so ~~.~~ ~~So~~ that it is not necessary for the driver to open the door during a risky maneuver. The driver's body is free from a safety system such as DE 43 15 824 ~~42 15 824~~ and therefore the novel retaining system according to the invention is more acceptable to the driver.--

Please replace the paragraph beginning at page 7, line 7 with the following rewritten paragraph:

--Referring now in detail to the drawings and, in particular Fig. 1 and Fig. 2, there is shown a canopy 1, protecting the driver, which consists of struts which are joined to each other to form a frame-like construction, whereby a side opening 10 is formed by the frame, consisting of the roof cage 4, with transverse struts 11, a rear strut 2 and a front strut 3. The retaining system is arranged in the lower third of the side openings 10 within the frames of roof 1 protecting the driver. A corresponding frame is located on the opposite side, connecting the transverse struts 1. The retaining system consists of a transverse support 5 and a lower bow 6, the two components extending with a spacing between each other. In the present case, transverse support 5 also can serve as a support for a "light door", and for equipment accessories, sch as bottle holders. Components 5 and 6 have a tubular profile. Support 5, which is widened or flattened as compared to lower bow 6, prevents a person from slipping through. Support 5 and bow 6 are mounted in the region of rear strut 2 on a hinge 7, and have a locking system on the side disposed opposite front strut 3. This locking system can be designed, for example, in the form of a snap bolt or a rotary drop lock 91. Components 5

and 6 extend approximately parallel with roof cage 4.--

Please replace the paragraph beginning at page 8, line 5 with the following rewritten paragraph:

-Hinge 7 has a hinge fastening 8 extending slightly inclined upwardly, similar to rear strut 2, so that the swivel axis 12, for components 5 and 6 extends slanted as well, and these components therefore fall to each other automatically. For example, hinge fastening 8 may have an angle of inclination α as shown in Fig. 2. If need be, this can be achieved also with the help of a spring or a similar device. To reduce the opening angle of components 5 and 6, the hinge can also be designed so that it projects into a part of opening 10, so that swivel axis 12 is displaced from strut 3. In the embodiment showed in Fig. 1, an upper bow 13 is provided, in addition to lower bow 6, wherein bow 13 is secured on transverse support 5 similar to lower bow 6. Upper bow 13 and lower bow 6 may be secured to hinge fastening 8 by means of bolts. Hinge fastening 8 may be secured to rear strut 2 by means of bolts. Additionally, upper bow 13 and lower bow 6 may be secured directly to support 5. Bow 13 extends up to about half of the height between roof/canopy 4 and support 5, and in this way, provides a particularly good protection for the driver on the

vehicle.

Please insert the following new paragraph at page 8, line 19:

--Fig. 2 shows three important body points of a driver or passenger which may be protected by the retaining system according to the present invention. These are a shoulder point 101, knee point 102 and hip point 103. Upper bow 13 and lower bow 6 in the embodiment shown in Fig. 2 are not disposed on hinge fastening 8. Seat reference point SRP 104 is shown as the intersection of the center lines of the seat back surface and seat bottom surface.

No new matter has been added.